

# Stanfield VOR Procedures

This PowerPoint is not intended as a directive. It is intended to serve as a tool to communicate the training industry's desires. Any questions or concerns to these procedures are welcome by contacting the Arizona Flight Training Workgroup (<http://aftw.org>).

Revision 1  
Revision date: 11 June 2016

# Stanfield VOR Procedures

- ▶ Dimensions
- ▶ IFR Procedures
- ▶ Radio Calls
- ▶ Tips



# Stanfield VOR Procedures

Dimensions

## Tips

The map shows the intersection of V94 and V105 highways. Key locations and features include:

- Stanfield:** 114.8 TFD 95, N32°53.15' W111°54.52', Prescott.
- Prescott:** 122.1R 13, 3460.
- POTER MRA 8000:** 122.1R 13.
- Ak-Chin Rgnl (A39):** 1306 - 47, 343.
- Casa Grande Muni (CGZ):** 1464 L 52.
- GICGE:** 1464 L 52.
- RIYCO:** 1464 L 52.
- V94:** 264, 093, 14.
- V105:** 8000, \*6700, 133.
- Other markers:** 3460, 222, 139 TO SSO, 133 TO TUS.

► Depiction on VFR Terminal Area Chart

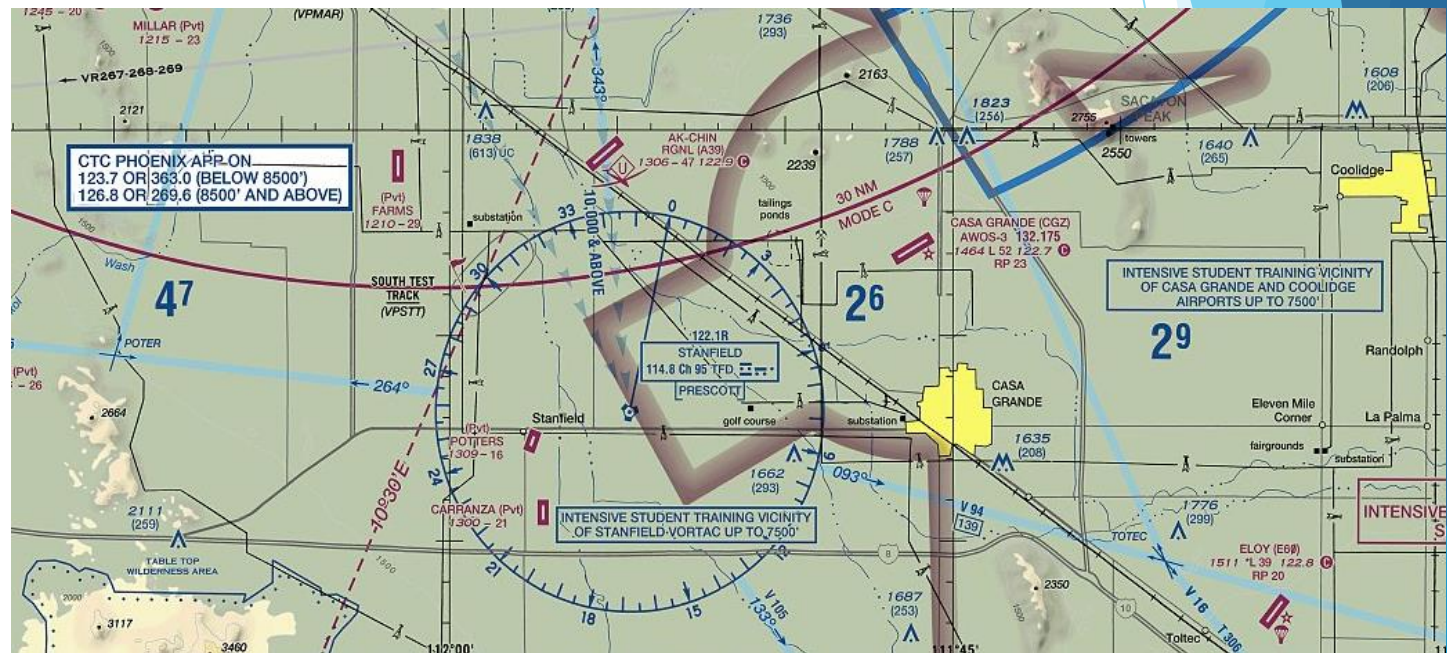
## Stanfield VOR Procedures

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## ► Depiction on VFR Sectional Chart

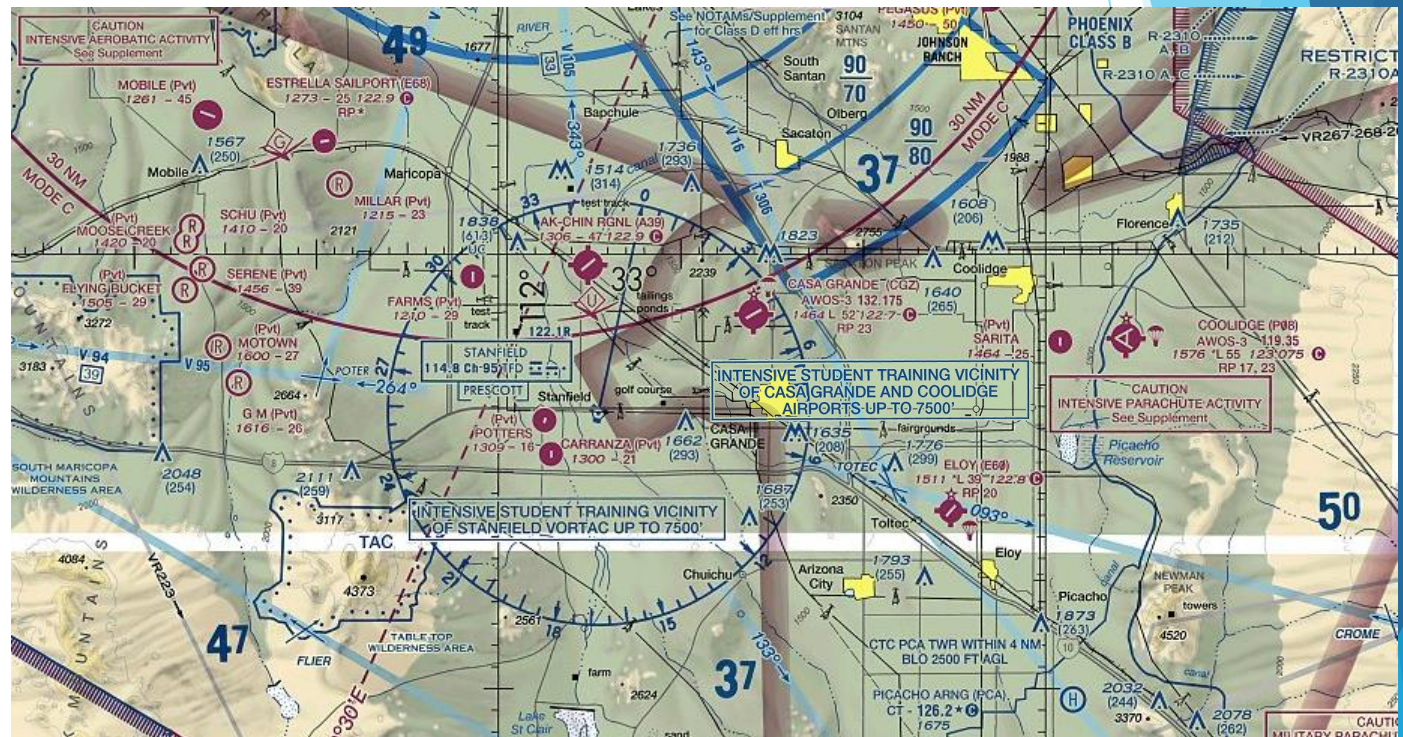
### Stanfield VOR Procedures

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- ▶ Stanfield VOR training area laterally extends up to 10 NM - 12 NM from the TFD VOR

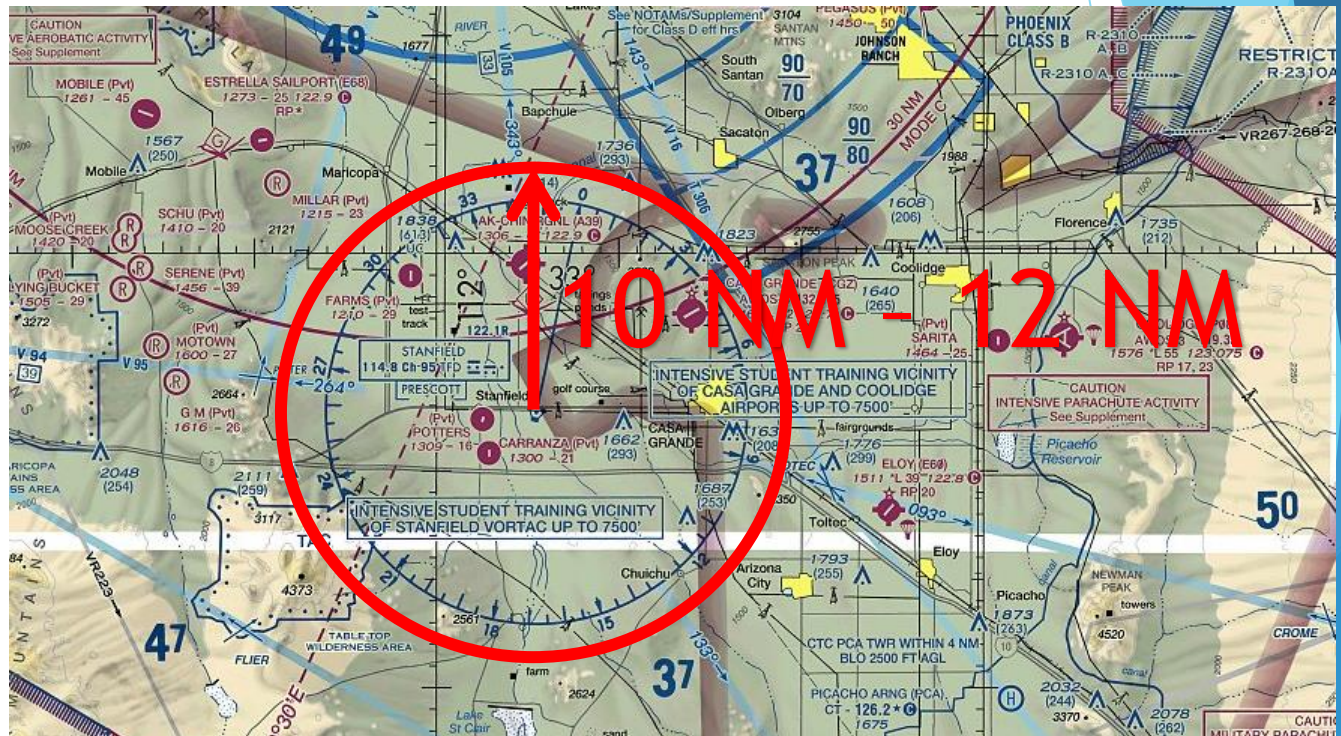
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- ▶ Stanfield VOR training area extends vertically up to 7500ft. MSL

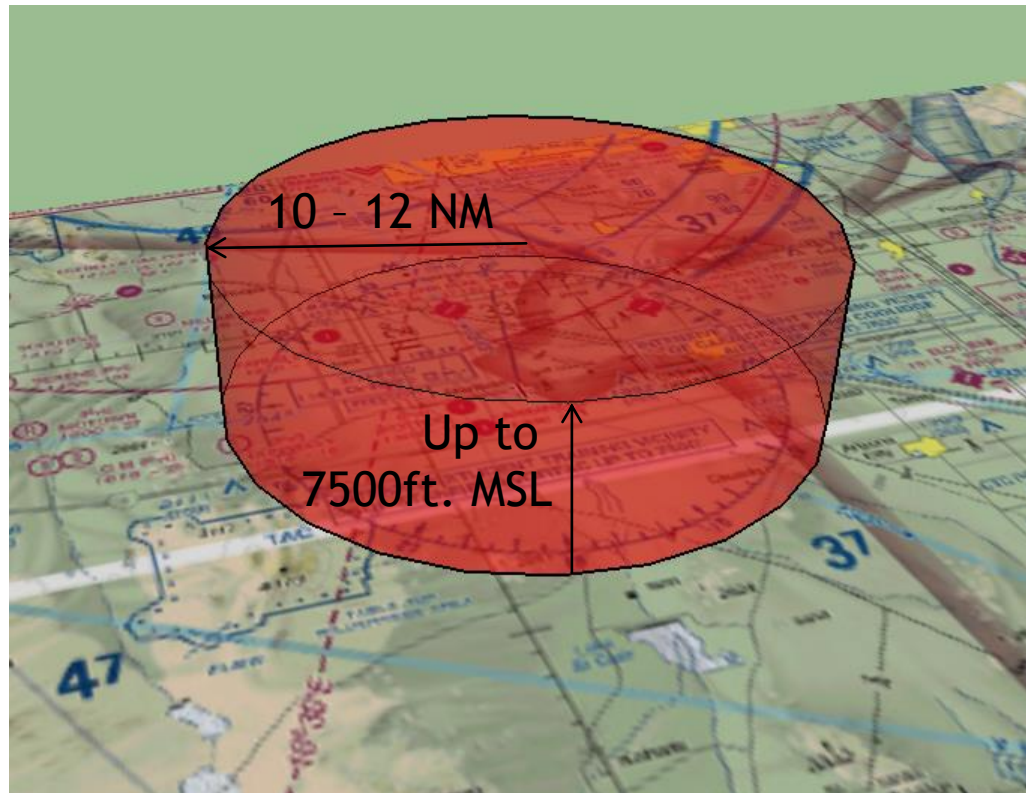
## Stanfield VOR Procedures

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- ▶ Stack altitudes are separated by 500ft.

## Stanfield VOR Procedures

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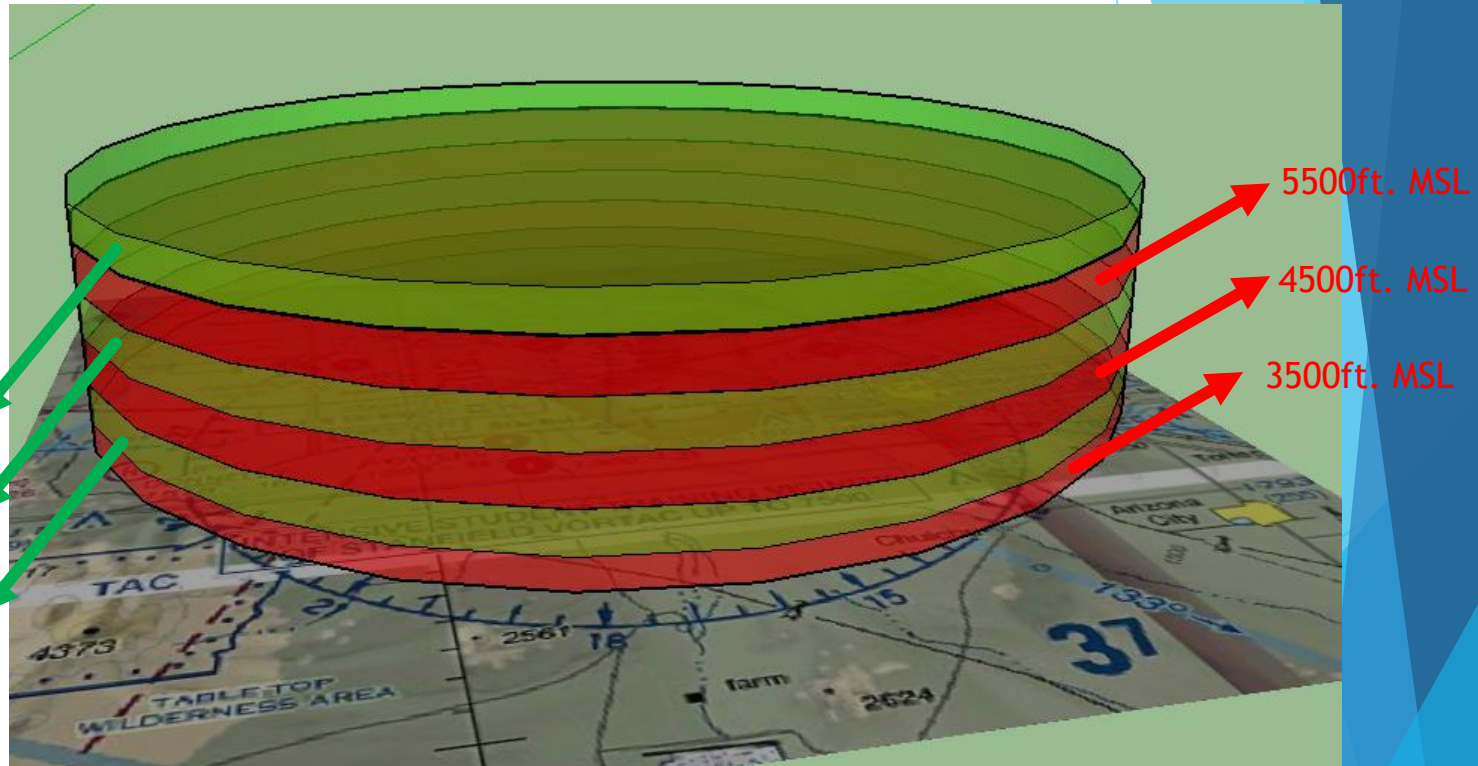
IFR Procedures

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Tips 6000ft. MSL

5000ft. MSL

4000ft. MSL



# Stanfield VOR Procedures

IFR Procedures

## Stanfield VOR Procedures

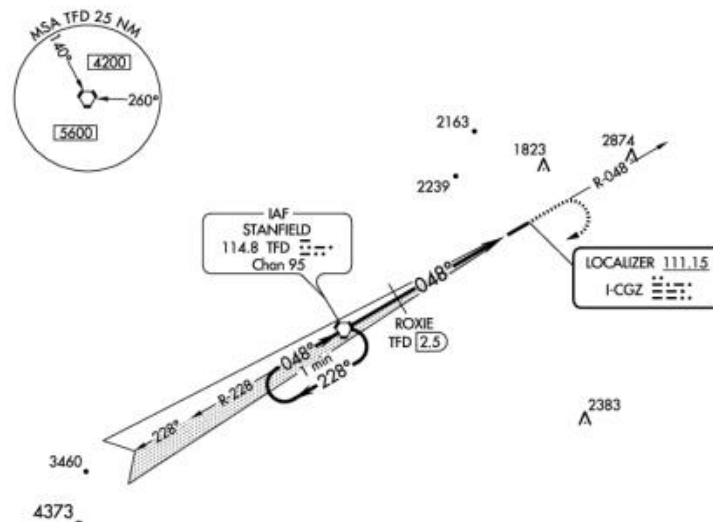
Dimensions

### IFR Procedures

Radio Calls

Tips

- ▶ Several IFR procedures using 'the stack'
  - ▶ KCGZ ILS or LOC/DME RWY 05  
→ Starts at 3500ft. MSL
  - ▶ KCGZ VOR/DME RWY 05  
→ Starts at 3500ft. MSL
  - ▶ KCGZ GPS RWY 05  
→ Starts at 4500ft. MSL





## Stanfield VOR Procedures

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**IFR Procedures**

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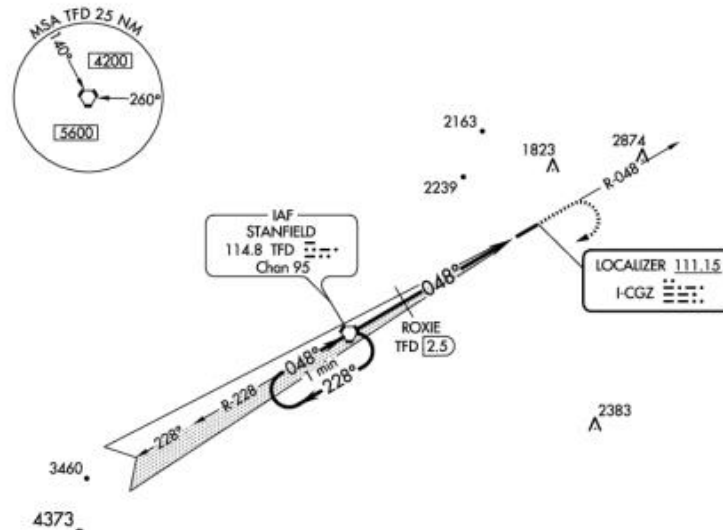
- ▶ Several IFR procedures using ‘the stack’
  - ▶ Idea is to occupy next available altitude above the ‘top-of-stack’ and drop down in ‘the stack’, one airplane at a time as altitudes become available.
  - ▶ Drop 500ft. per descent
  - ▶ Make sure nobody is below you and visually clear the altitude below. When in doubt, CALL!
  - ▶ Once you reach starting altitude, initiate approach when ready.

**Top-of-stack = highest occupied altitude in ‘the stack’**



## Tips

- ▶ The missed approach procedures for IFR approaches lead an aircraft back to 'the stack.'
- ▶ When on the missed approach, as soon as practical, communicate with aircraft in 'the stack.'



**MISSED APPROACH:** Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

## Stanfield VOR Procedures

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### IFR Procedures

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Tips

- ▶ If performing holdings / tracking / interceptions only
  - ▶ Leave the lower altitudes in ‘the stack’ for airplanes flying IFR approaches.
  - ▶ The AFTW suggests holding at 7000 ft. MSL, or as appropriate for the traffic.
  - ▶ If holding aircraft intend to accomplish a practice approach, they can work their way into the stack as they near the end of their holding practice.





# Stanfield VOR Procedures

Radio Calls

## Stanfield VOR Procedures

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IFR Procedures

**Radio Calls**

Tips

- ▶ Calls should be as short and precise as possible.
- ▶ Should be made by CFI, not student pilot
  - ▶ Students already have a lot to think about!

- ▶ When approaching the stack (12 NM out), start monitoring 122.70, even though you are not intending to use it (e.g.: VFR nav.)
- ▶ If you are within 10 NM of the stack, make position reports on 122.70

## Stanfield VOR Procedures

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... MONITOR ...



- ▶ When approaching the stack (12 NM out), start monitoring 122.70, even though you are not intending to use it (e.g.: VFR nav.)
- ▶ If you are within 10 NM of the stack, make position reports on 122.70

## Stanfield VOR Procedures

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*“Stanfield traffic,  
Cherokee 789, 6 NM  
northwest of  
Stanfield, 5500 ft.,  
eastbound”*

- ▶ If you intend to use the stack:
  - ▶ Make a last call on the practice area frequency (122.85)
  - ▶ Make an initial call on 122.70 at least 10 NM from Stanfield VOR

## Stanfield VOR Procedures

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- ▶ First call to be made 10 NM out
  - ▶ Ask for top-of-stack
  - ▶ Listen carefully to the current top-of-stack and occupy the next available altitude.
  - ▶ Announce intentions

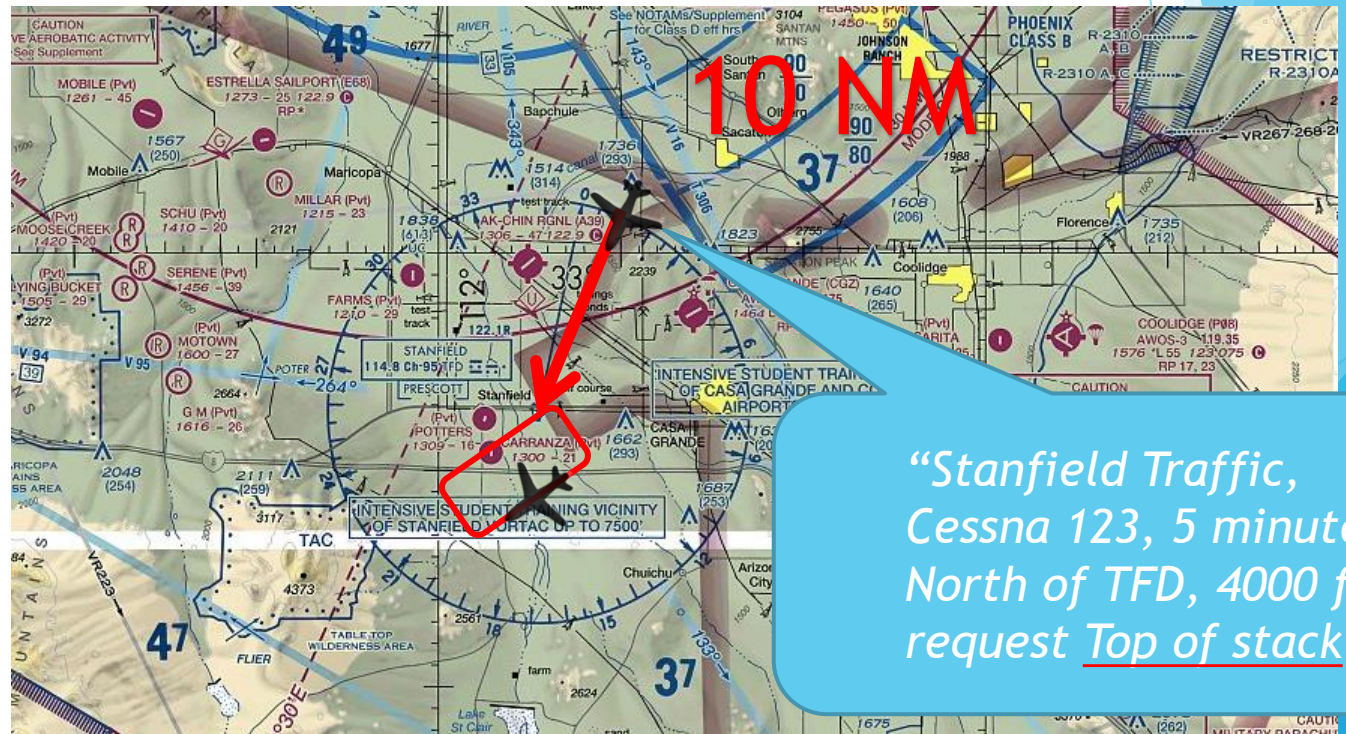
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"Stanfield Traffic, Cessna 123, 5 minutes North of TFD, 4000 ft., request Top of stack"



- ▶ First call to be made 10 NM out
  - ▶ Ask for top-of-stack
  - ▶ Listen carefully to the current top-of-stack and occupy the next available altitude.
  - ▶ Announce intentions

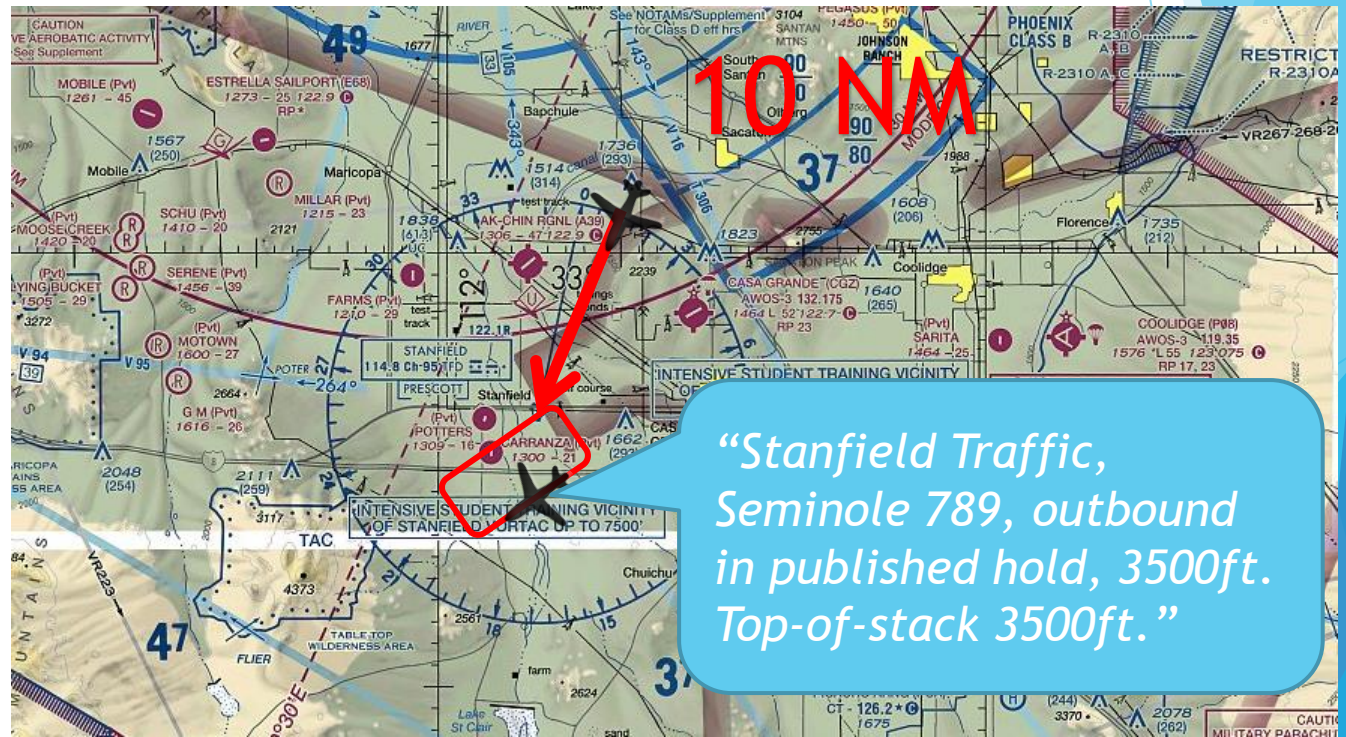
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- ▶ First call to be made 10 NM out
  - ▶ Ask for top-of-stack
  - ▶ Listen carefully to the current top-of-stack and occupy the next available altitude.
  - ▶ Announce intentions

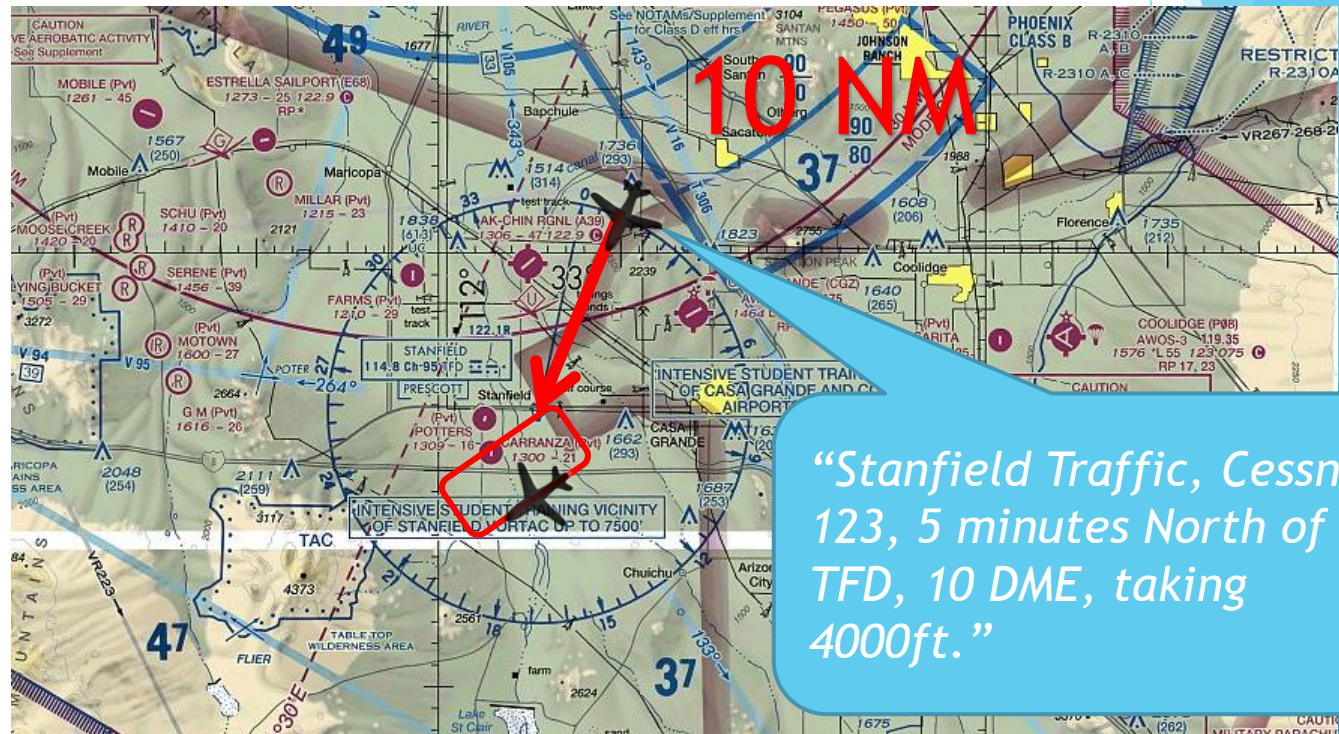
## Stanfield VOR Procedures

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“Stanfield Traffic, Cessna 123, 5 minutes North of TFD, 10 DME, taking 4000ft.”



- ▶ Next call to be made 5 NM out
- ▶ Announce intentions

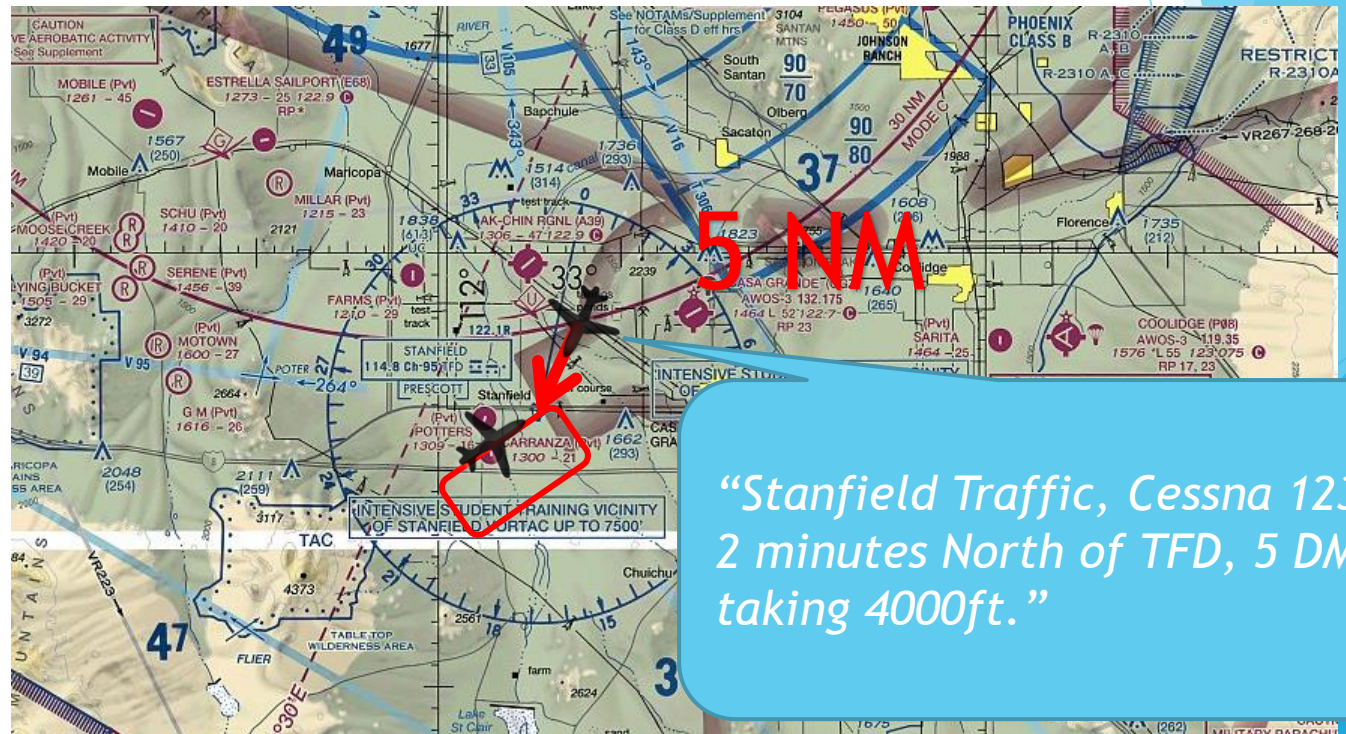
## Stanfield VOR Procedures

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- ▶ Next call to be made when entering stack
- ▶ Announce intentions

## Stanfield VOR Procedures

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- ▶ Next call to be made when turning in the hold
- ▶ Announce intentions

## Stanfield VOR Procedures

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- ▶ Next call to be made when turning in the hold
- ▶ Announce intentions

## Stanfield VOR Procedures

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## Stanfield VOR Procedures

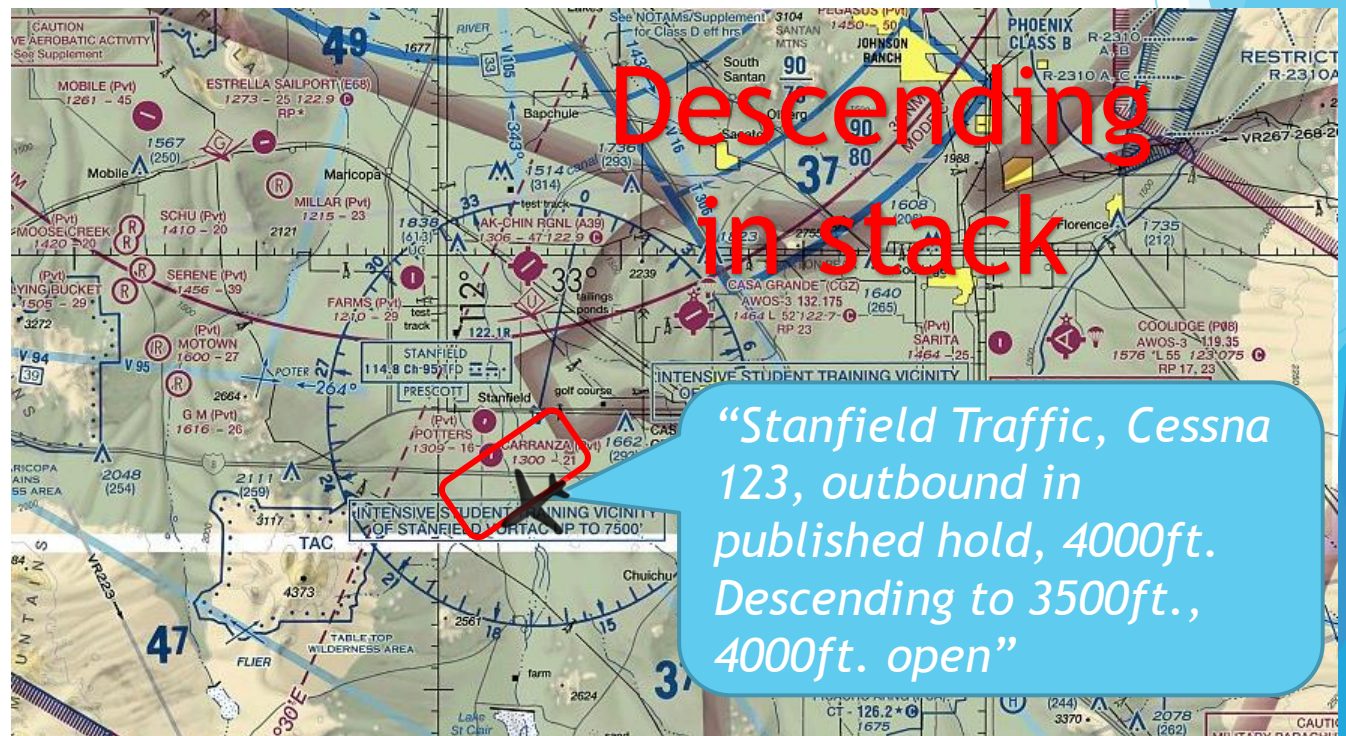
Dimensions

IFR Procedures

Radio Calls

Tips

- ▶ Next call to be made when descending
  - ▶ Announce intentions and clearly announce vacated altitude is 'OPEN'
  - ▶ Wait until next altitude is 'OPEN' before descending!





- ▶ Next call to be made when procedure turn outbound
  - ▶ Announce intentions

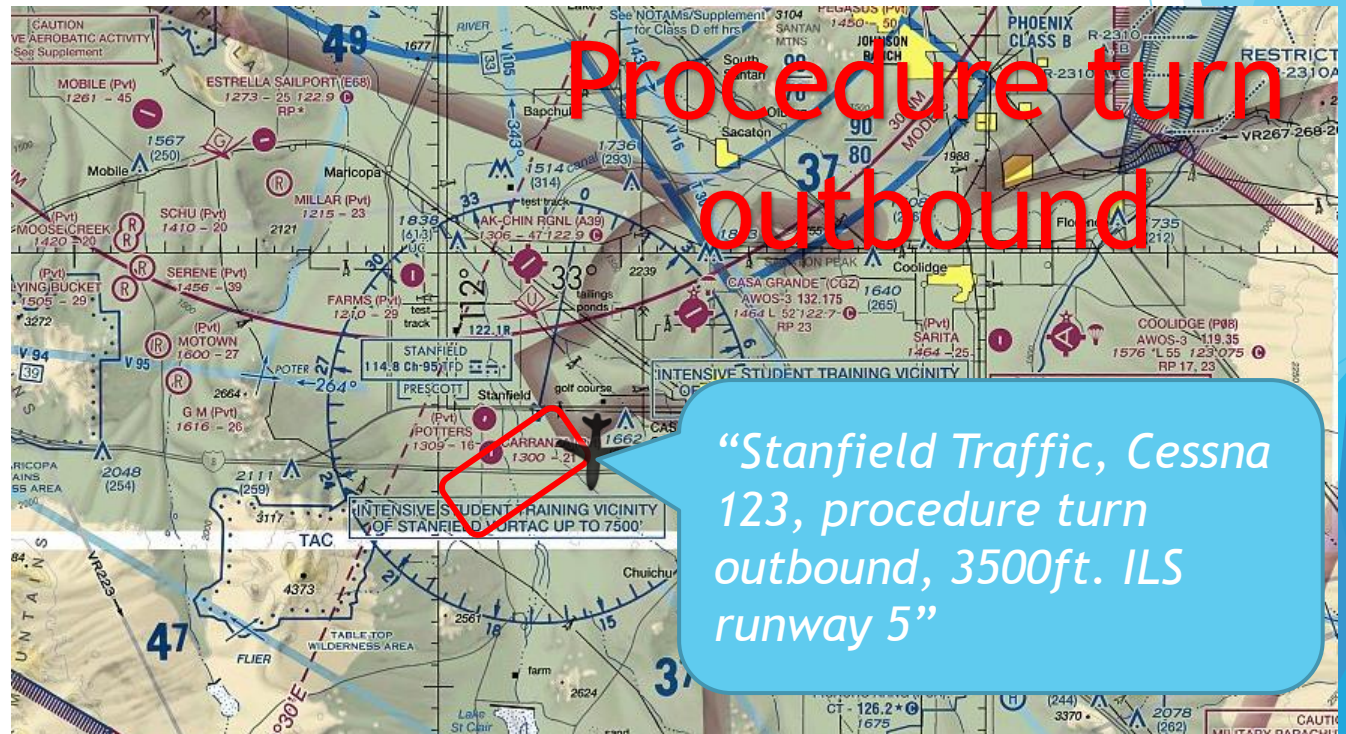
## Stanfield VOR Procedures

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- ▶ Next call to be made when procedure turn inbound
  - ▶ Announce intentions

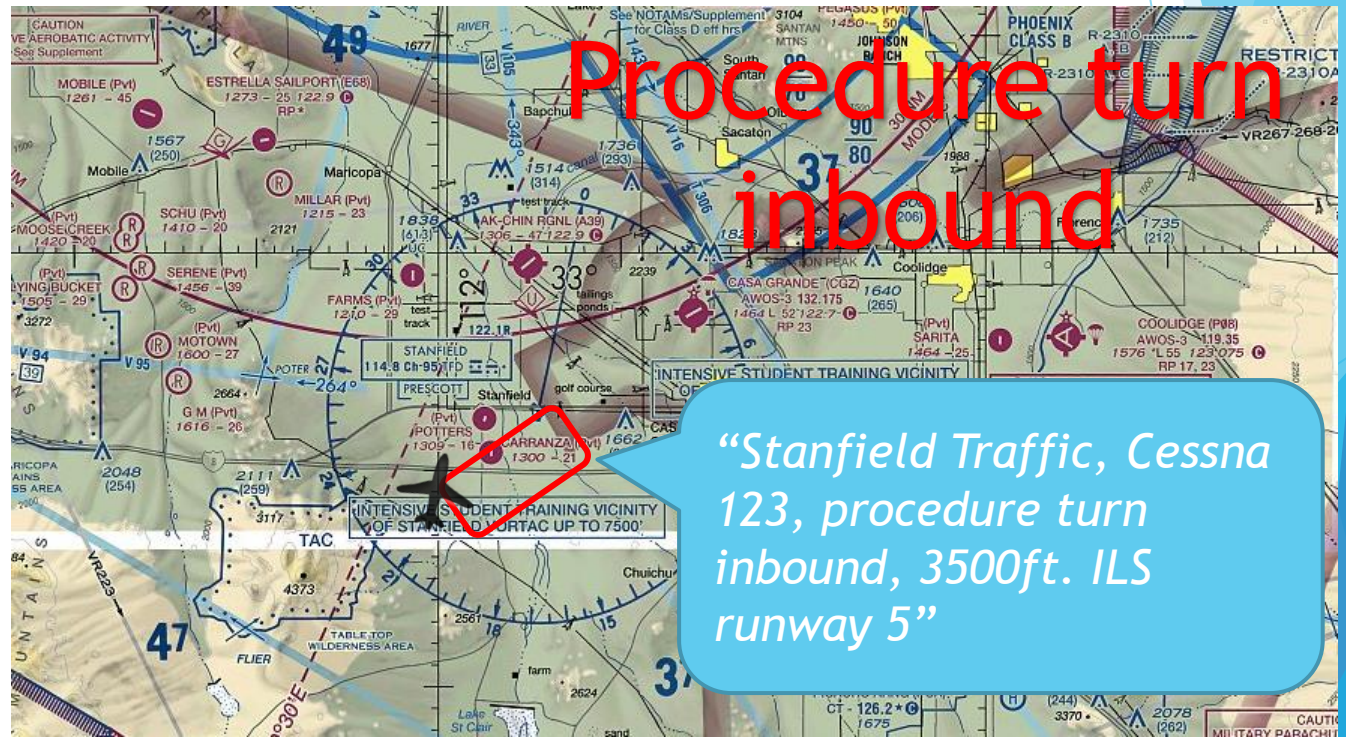
## Stanfield VOR Procedures

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- ▶ Next call to be made when starting the approach (overhead the TFD VOR)
  - ▶ Announce intentions and report vacated altitude *'OPEN'*

## Stanfield VOR Procedures

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- ▶ While on the approach, an inbound call should be made on a 6 NM, 4 NM and 2 NM final to allow VFR aircraft in the Casa Grande pattern to govern their approaches.
- ▶ Report to Casa Grande traffic instead of Stanfield Traffic from this moment on.

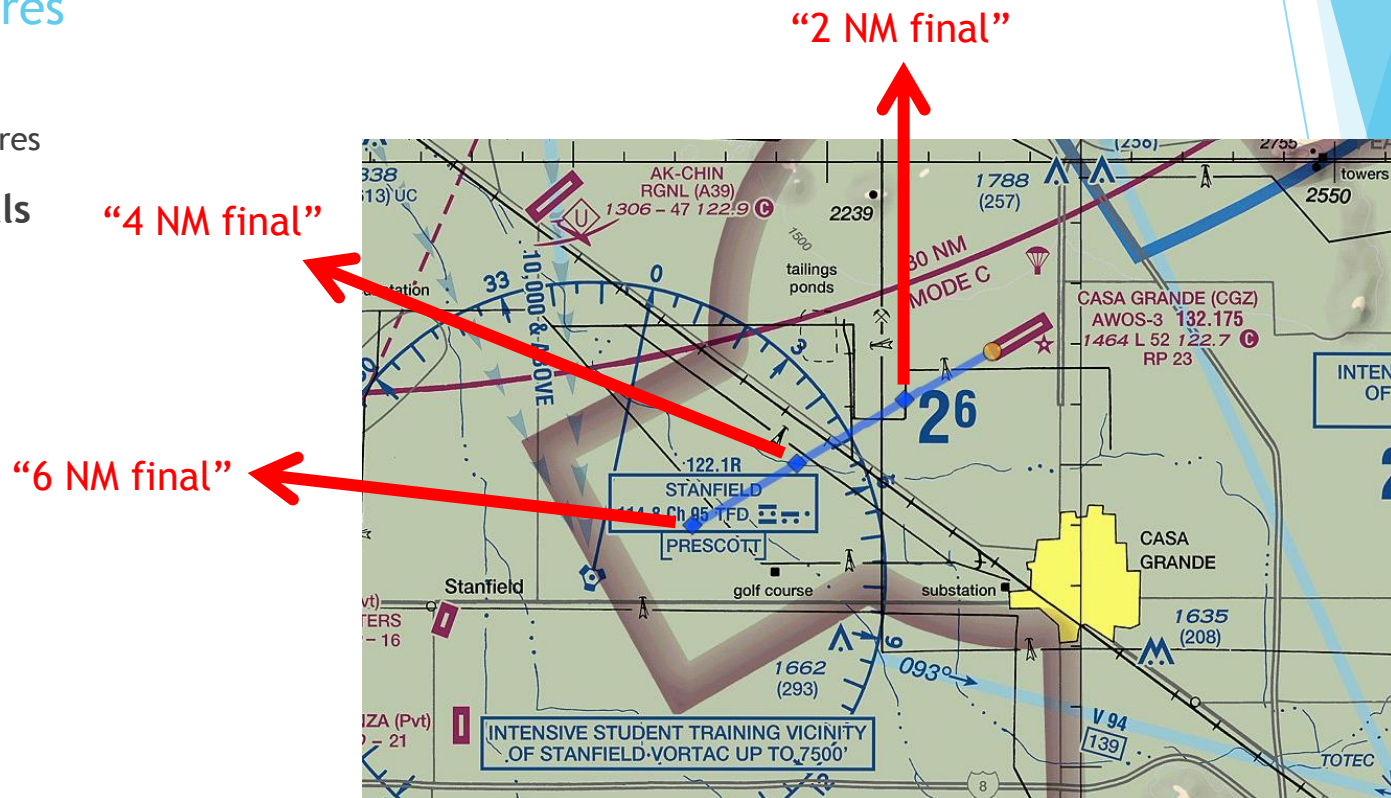
## Stanfield VOR Procedures

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Tips



- ▶ Next call to be made when 6 NM final
  - ▶ Announce intentions and closely monitor KCGZ traffic!

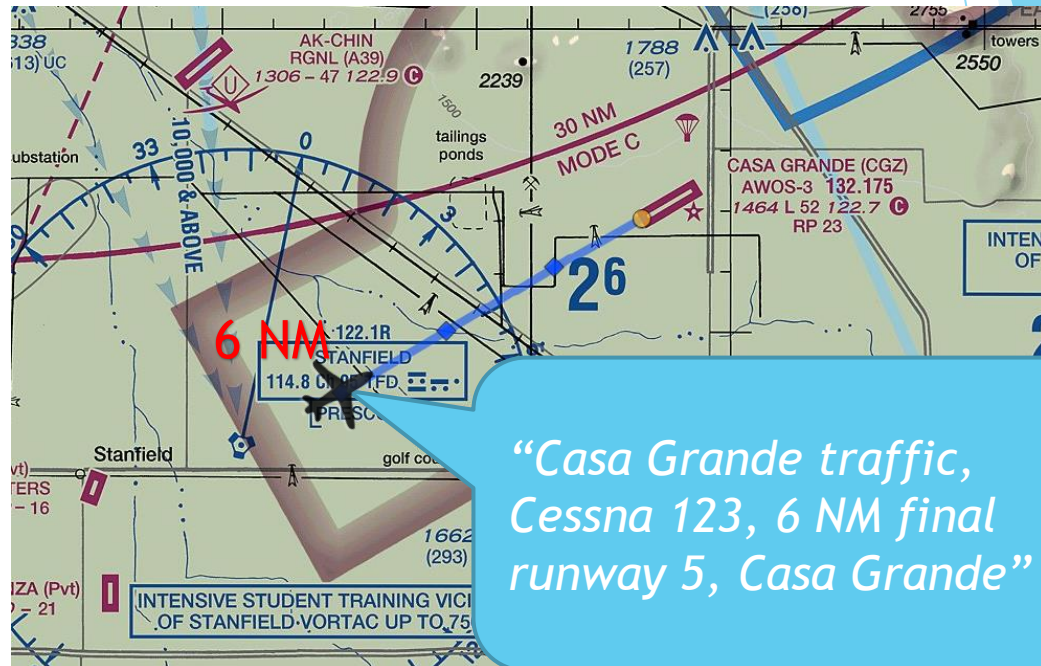
## Stanfield VOR Procedures

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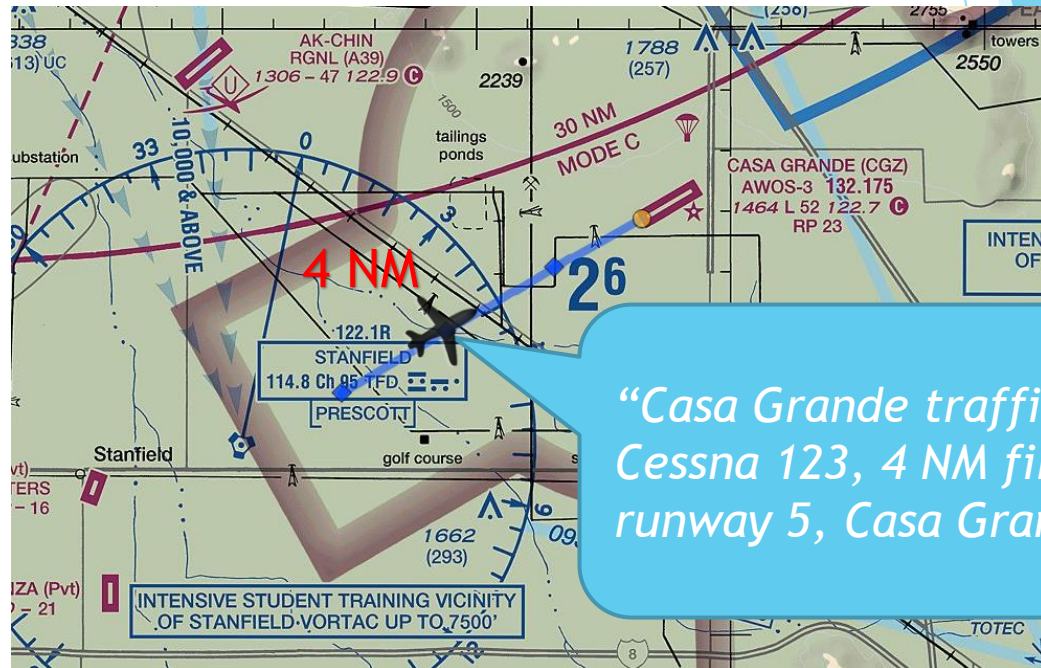
# Stanfield VOR Procedures

## Dimensions

## IFR Procedures

## Radio Calls

## Tips



## Stanfield VOR Procedures

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IFR Procedures

**Radio Calls**

Tips

- ▶ Next call to be made when 2 NM final
  - ▶ Announce intentions and closely monitor KCGZ traffic!

*“Casa Grande traffic,  
Twinstar 456, 2 NM final  
runway 5, Casa Grande”*



## Stanfield VOR Procedures

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**Radio Calls**

Tips

- ▶ Procedure Turn Inbound and Outbound calls should only be made in conjunction with the initiation of the instrument approach procedure and not when making circuits in the holding pattern.
- ▶ The procedure turn inbound callout should be made when the aircraft is on the 228° radial inbound, and not at the beginning of the turn inbound.





# Stanfield VOR Procedures

Tips

## Stanfield VOR Procedures

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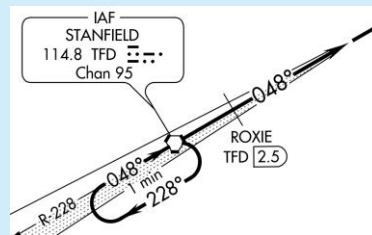
IFR Procedures

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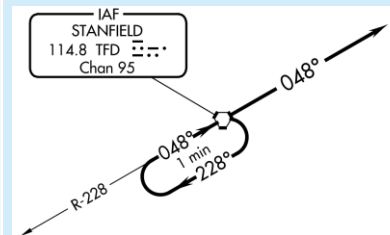
Tips

- ▶ If starting GPS approach at 4500ft. MSL and there are people holding below you
  - ▶ Coordinate and adhere to first come, first served principle
  - ▶ Be courteous
  - ▶ Be sure to announce clearly you are descending from 4500ft. Inbound to Casa Grande
  - ▶ Note the difference between VOR and GPS holdings over the stack:

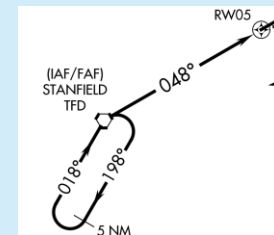
### ILS or LOC/DME RWY 5



### VOR/DME RWY 5



### GPS RWY 5



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**Tips**

- ▶ What runway in use?
  - ▶ Everyone practicing instrument approaches accepts up to a 10 knot tailwind component for runway 05 before using circling procedures for runway 23.
  - ▶ Runway 23 is established as the active runway as soon as the first pilot selects and uses it as the runway in use.
  - ▶ Other arriving aircraft should conform to the established runway in use whenever anyone remains in the traffic pattern.

## Stanfield VOR Procedures

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**Tips**

- ▶ Simulated radar vectors
  - ▶ If an instructor elects to provide simulated radar vectors to the final approach course they should give way to all other aircraft proceeding via the full published route structure.





## Stanfield VOR Procedures

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Tips

- ▶ Missed Approach Procedures
  - ▶ When flying the published missed approach for runway 05 it is recommended to return to the VOR above Top of Stack.
  - ▶ Suggested entry altitude 4000ft. MSL (if traffic allows).
  - ▶ Be cautious for IFR aircraft under ABQ CENTER control.





- ▶ Touch-and-go RWY 05 with Missed Approach Procedure
  - ▶ When flying the initial takeoff or touch-and-go, make a right downwind departure towards TFD VOR. This will keep you clear of the **PJE north of the airport.**

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## Stanfield VOR Procedures

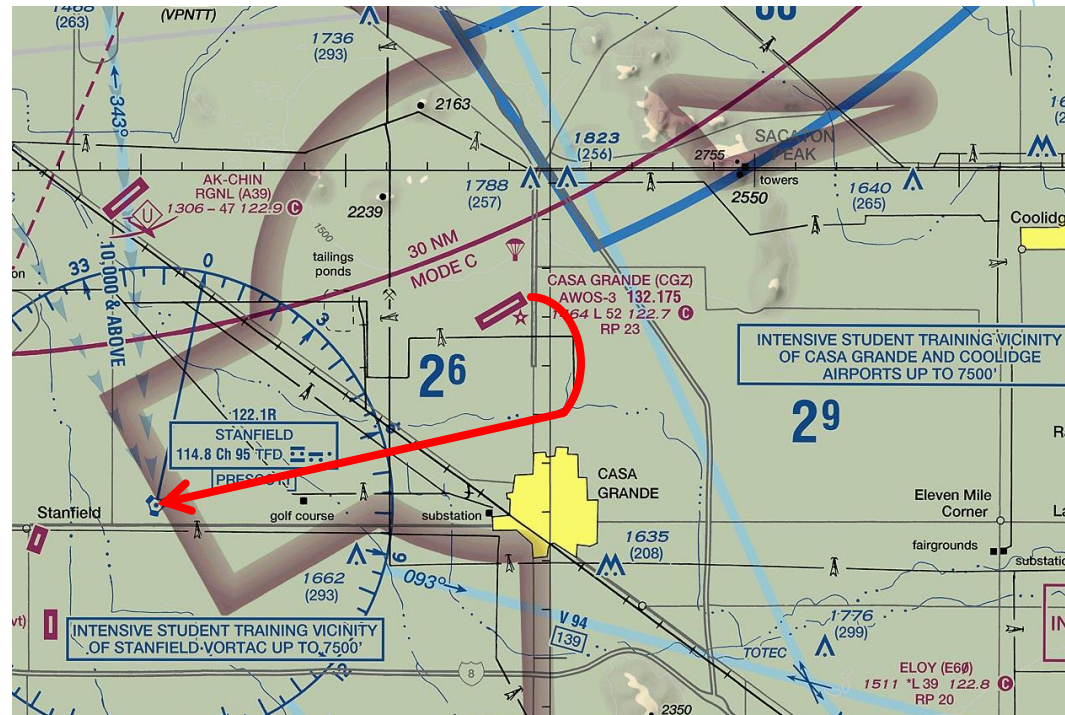
Dimensions

IFR Procedures

Radio Calls

Tips

- ▶ When flying Missed Approach Procedure
  - ▶ Avoid incoming traffic on the IFR approaches!
  - ▶ Recommend to proceed 2 NM south of KCGZ, then turn back to the VOR





## Stanfield VOR Procedures

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**Tips**

- ▶ Speak clearly
- ▶ Perform good visual lookout
- ▶ Be courteous and kind to one another
- ▶ Stay professional
- ▶ Have fun!





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